





Mr. McEwan, M. P. for Central Edinburgh, has thrown over the Gladstonian party because of its programme on the Home Rule Bill and the House of Lords.

Major A. R. Pemberton, R.B., has been appointed Commandant of the Hongkong Volunteer Corps, and Capt. L. A. C. Gordon, R.A., Adjutant.

It is notified in the *Gazette* that Saturday next, being the Chinese New Year's Day, is to be observed as a holiday throughout the Government Departments.

The maximum temperature last month was 75.1, on the 1st, and the minimum 46.6, on the 18th, the mean for the whole month being 62.4. The rainfall amounted to

It is notified in the *Gazette* that a telegram has been received from the Secretary of State for the Colonies authorizing the permission of free Chinese emigration to Honolulu.

THE Rev. Dr. Wenyon, who was arrested and kept in confinement for some days in Central Turkey on an unfounded charge of being an Armenian revolutionary agent, has been engaged in the Wesleyan ministry for not very far short of a quarter of a century. For nine years he laboured in England but in 1860 he took up medical missionary work at Fatschun, in China, and has been engaged in it up to the present time.

time. Since the establishment of the Wesleyan Medical Hospital in Fatsien the work has not been suspended for a single day. Nowhere in China are the people more hostile than in Fatsien although this hostility is being gradually broken down by the medical work. When Dr. and Mrs. Wenyon took their first walk in the town they were driven back with stones and mud; now they are saluted with a Chinese expression meaning "Born before I was," which is the way the Chinese have of showing their respect.

The number of Christians in Fatsien has 240, in the Canton district 700, while in the various Protestant Churches of China there are 50,000. The Rev. Dr. Wenyon

is now continuing his journey to China, for which he was bound at the time of his arrest, after being on furlough in England and visiting the various circuits in the interests of the Wesleyan Foreign Missions.

THE *San Francisco Chronicle* has a story of how the U. S. cruiser *Baltimore* came being sunk by the Chinese at Port Arthur. This is part of the story; all we would add is that it is wonderful, if true.—At this instant, 5.45 p.m., the Chinese forts opened fire on the torpedo boats with their heavy

exploded within thirty feet of the boat was  
had been talking to not fifteen seconds be-  
fore. We were in a regular trap. Orders  
were, at once given to get up anchor and  
got under way. One of the torpedo boats  
at once left us and steamed daringly across  
a large patch of moonlit water, at the same  
time displaying red signals. This drew  
volley from all of the forts, the shells striking  
the water all around the *Baltimore* and  
exploding. The other torpedo boats hid  
themselves from view in the dense smoke  
from the *Baltimore's* smoketack. The  
Chinese forts continued firing, one shot  
striking close to the stern of the *Baltimore*

stacks. A third passed over our starboard bow, very low and so close that several of us instinctively dodged. We had a look over sixty fathoms of chain out and our fires banked but were moving around slowly at 6:09 p.m., and a few minutes later were leaving the dangerous spot. It was a most exciting and ticklish predicament, but everything aboard the *Baltimore* was done with certainty and with clockwork-like precision, showing that all our men were perfectly cool, alert and well-disciplined.

When we copied a telegram on Saturday from an American exchange, announcing the discovery of 'The Real Sir Robert Tienboorne,' we decided there and then to dismiss hostile criticism and all assertions of ignorance of the history of our own time by writing this paragraph. We anticipated an influx of letters on Monday morning from well-worn - readers, "Constant Readers," "Vox Populi," "Quiz," "Cynical" and all the other people who write to the newspapers with the laudable desire to sweep away error and misconception; but

one of our many subscribers—not even the gentleman who gets his 'cheap' perusal of the *China Mail* in the Clubs or the Hotel or at Thomas' Grill Room—has written us up to the time of going to press informing us that it was not 'The Real Sir Robert' but 'The Real Sir Roger' who was meant. We have to thank our subscribers (also the gentleman who likes his evening literature cheap but not nasty) for their forbearance. We knew it was 'Sir Roger' all the time—we simply gave the telegram as it was, just to show our American cousins are capable of doing it. It is more than probable that William Cresswell will provide another Arthur Orton. The last time we had the pleasure of speaking to the claimant of the Tiesborne estates was after he had 'done his turn' on the stage of a provincial Music Hall. He must have degenerated sadly during his fifteen years in gaol, or otherwise we fail to understand how his pretensions to aristocratic birth could have been imposed upon so many people, including his clever but ill-advised Counsel, L. Kennedy.



In accordance with orders from Washington the United States Coast Survey steamers *Gadway* and *McArthur* have commenced a new survey of the entrance to San Francisco harbor. The Golden Gate has not been surveyed for twenty-two years, and the new charts will be awaited anxiously by pilots, shipmasters and owners. During the past six or eight years the captains of a number of the vessels which have sailed from the harbor have asserted that now shoals were constantly forming in the roadway. The attention of the Chamber of Commerce was called to the matter, and Congress was imported on several occasions to have the bar resurveyed. When the American ship *Undaunted* struck on the bar some months ago, consideration of the matter was reopened. Captain Lewis of the disabled ship reported that he was in the channel when he struck, and C. L. Taylor, J. P. Chapman and other shipping men started an investigation. Captain C. L. Taylor estimates the number of vessels which have been wrecked at the entrance to the harbor within the past twenty years at 150. This number, he says, is accounted for, and how many more ships have struck and gone down never will be known.

#### THE M. STEAMER ERNEST

DESCRIPTION OF THE VESSEL.  
The following description of the new Messageries Maritimes steamer has been forwarded to us:  
The *Ernest Simon*, the latest addition to the fleet of the Messageries Maritimes, on her first visit to Hongkong arrived this morning at 3.30 a.m. She is intended to run regularly on the line for which she was especially designed. She is a curved steamship with a hull of 437 feet, breadth 45 feet and depth, moulded to breadth, 35 feet. Her displacement at the load line is 8,000 tons at 26 feet and gross register 5,077 tons. The subdivisions of the hullhead frame, throughout by water-tight bulkheads, have been designed with special attention, the aim having been to make these capable of resisting any pressure that can come on them from either side and to place them in such positions that if any two adjacent water-tight compartments were, by collision or otherwise, thrown open to the sea, the ship would have a sufficient surplus buoyancy to enable her to float with safety. She carries 100 passengers and 100 tons of cargo. She is fitted with special points which allow them to swing out quickly ready for lowering.

Of the five decks the main-deck is at a height of 33 feet above the water-line and acts as an awning over the fore part of the main-deck. At the forward end of the main-deck is the navigating bridge, where the main steering gear, the mainmast and the mainmast cabin are situated. The main-deck is 275 feet long by 40 feet wide. At the forward end is the reading-room, a large apartment, the wall of which is hung with a ceiling of cork embossed in imitation of Cordovan leather and adorned with pictures by P. Rousseau. The room is entered from the stairway, which leads down to the upper-deck and hence to the first-class accommodation on the main-deck.

About the middle of the main-deck is the music-room; on each side doors open on the grand stairway which leads down to the dining saloon. At the after end of the balcony is the drawing-room, a large apartment richly decorated; the walls and ceiling are adorned with landscapes and allegorical subjects. Connecting with the music-hall can be reached without going outside in bad weather. Further aft is the first-class smoking-room, a spacious apartment lighted with large square windows; the sides are decorated with ceramic panels representing female figures of different provinces of France.

The first-class dining room is on the upper deck, right in the middle of the ship. It is richly furnished with mahogany, ash and beech woods and decorated with Aubusson's tapestries; it is well-lighted and ventilated from the sides by large square windows and from above by an arch-shaped dome, 20 feet in height, 26 feet long by 20 feet wide.

The first-class cabins are mostly on the main deck, some forward of the saloon, and the saloon and deck are in the middle of the ship where there is least motion. There are also two large cabins forward of the dining-room on the starboard side and two excellent deck-cabins on the upper-deck abaft the mainmast. They are of various sizes, most of them fitted for two passengers but some for one only. There are also a number of small cabins. Further aft on the upper deck are the second-class cabins; four of them are on the upper deck.

All the apartments are fitted with electric light under the control of the passengers. The lavatory and bath rooms are fitted with cold and hot water throughout, and are of the most commodious and modern description.

The *Ernest Simon* is lighted throughout by electricity, both on deck and below, and the latest and best system hitherto applied to marine installations. The installation consists of three dynamos coupled direct to special engines, capable of supplying currents for all the lights in the ship, of which there are 800, besides side and masthead lights and projector for use in Suez Canal.

Steam machines are provided for steering the ship, and a special system of steam for this class of vessels combines the advantages of power and silence of hydraulic machines, the unpleasant noise of the old winches being overcome. Powerful hand-storing gear is also fitted as an alternative.

Very possible arrangement has been made for natural ventilation. The engine room skylights are all raised and lowered by hand, and the shade deck and the skylights are placed at the forward end of the ship independently ventilated so that all smells, dust, steam and smoke are carried clear of the passengers.

The refrigerating chamber is one the most elaborate that has ever been fitted so far, fresh meat, fish, vegetables, butter, fruit, milk, etc., and an ample supply of ice will be always available.

The *Ernest Simon* has been built to fulfill the requirements of the French Government as to subdivision into water-tight compartments so as to be eligible for employment as an armed cruiser.

Her engines are of triple expansion type, the cylinders being respectively 35, 57, 58 inches in diameter, with a stroke of 30 inches. The engines are capable of working up to 85 revolutions per minute, giving a speed of 10 knots an hour. Steam developed 7200 horse power is supplied by sixteen potent Belleville generators, working up to a pressure of 227 lbs.

The ship is furnished with two life buoys of special construction. These are placed at the stern of the ship, and buoy reaches the light which is the method of lowering them when required. They can be released from the chart-room by a special arrangement as well as by hand from the deck.

The *Ernest Simon* is not only built but is also equipped by the private building establishment of the Messageries Maritimes at La Ciotat, near Marseilles.

#### PUNJON MINING COMPANY, LIMITED.

##### RESIGNATION OF THE CHAIRMAN.

The adjourned meeting of the Punjon Mining Co. (Limited), was held at noon to-day (the 21st inst.), at Connaught House. There was a large attendance of Shareholders. The chair was occupied by Mr. James Orange, Chairman of the Company, and among those present were—Messrs. D. Gillies, Geo. Fenwick, J. H. Lewis, R. D. Wilson, J. B. Bhabha, Capt. A. Tillett, Mr. Murray Bain, G. O. Cox, R. Fraser Smith, W. E. Clement, P. S. Dyer, M. E. Polihawalla, Robt. Cooke, J. A. de Carvallo, W. H. Ray, F. Schwarzkopf, G. O. Anderson, E. Burnie, H. C. A. Harris, J. S. Perry, Geo. Holmes, R. Mitchell, E. S. Kelly, D. A. de Silva, J. Kirkwood, A. Johnston, W. Stewart, J. H. Meier, G. O. Vagener, A. G. de Remedios, J. H. Cox, J. M. E. Machado, J. R. Michael, R. C. Wilcox.

The Chairman—Gentlemen, the object of this meeting was to have been to take a poll of votes for or against the report and accounts submitted by the Directors. A great number of proxies have been received, but I wish to tell you that with the exception of Mr. Fraser Smith—these are invalid. Apparently, the gentlemen who sent in these proxies were not aware of the Ordinance which made it imperative that every proxy shall state on it the meeting at which it is to be used and that it shall be a two-count stamp. The Board of Directors, on the 17th inst., held a meeting, and a letter was sent in on Saturday, which informed the Board that the opposition to the report was not directed against the body of Directors but was directed against me personally. (Mr. Fraser Smith—Hear, hear.) Therefore, I will state at once, in order to save time, that I am resigning (hear, hear, and applause). If I put the report to the vote, I hope it will be carried. I beg to move the adoption of the report and balance sheet as submitted to the shareholders.

Mr. Fraser Smith—I do not want to be unpleasant in any way or obstructive, but I am not aware that you are in the order of making anybody to second the adoption of this report, which has already been sent back by the vote of the shareholders.

The Chairman—Then I will put it to the vote.  
Mr. Smith—If you have taken legal advice and can tell the meeting at the present moment that you are authorized to make the proposal, I will be satisfied. I object, for reasons I gave at the last meeting. The proposal I made at the last meeting has not been set aside, and until it has I don't think you are in order.

The Chairman—I don't know the legal view, but my idea is that this poll was called for to confirm the decision of the last meeting—namely, the adoption or non-adoption of this report.

Mr. Smith—This is an adjourned meeting, and we have now the power to pass the report objected to.  
Mr. Smith—You say every proxy that has been sent in, except two, are illegal.

The Chairman—No, didn't. The proxies held by the Board are legal.

Mr. Smith—It is in the interests of every man who holds shares in this Company to facilitate the progress of the Company in the best way we can make money. I have been nearly twenty years in China, working hard all the time. I am not a share gambler and never was; but I have invested a large sum of money upon information given me by Mr. Brodie and other friends, money I worked hard for, and I put it into this Company. I have been holding on to it ever since. Many more men in the same position have relied on the statements made year after year of dividends forthcoming, and they have never come. I remember once making a statement in the City Hall to Mr. Brodie, who was nearly the same as me, and I asked him to sign my report and accounts, and I object to them now, and to ask any man now to second my proposal to pass these accounts and report is beyond the pale of common sense. I have no desire to retard this meeting or to obstruct matters in any way. I objected to Mr. Orange being Chairman of this Company because I object to his having taken the proper course, the only one left open to him, by resigning. We have perfect confidence in Mr. Gillies and other gentlemen on the Board, but frankly and truly, if I had been here last year—I was in bed sick—I would have done the same as I did at the last meeting. I would have objected to Mr. Orange's journey down to Punjon at the expense of the shareholders. My interests, although small, are small in the aggregate, and I only desire to see this Company and I think it is a good Company—worked more economically.

The Chairman—I will take the poll.  
Mr. Gillies—Gentlemen, I think I am warranted in saying that every person here is willing to assist the Board in carrying on the work at Punjon (hear, hear), and it will affect the interests of the Company very much indeed, if, on account of a technical objection, the objection of Mr. Fraser Smith's accounts are not passed at this meeting. I think it will reflect very much upon the Board of Directors and likewise upon the shareholders if we cannot get the accounts passed at this meeting. I am quite aware there may be a little irregularity as to the report—as it has been already objected to by the shareholders and vote of the Board. However, we have met to-day to get over that difficulty so far as possible, and I hope the shareholders will take a sensible view of their own interests and pass the report and the accounts at this meeting. You are all aware that the Punjon is a very long way away from Hongkong, and it is very difficult to manage the office and turn up the business, and the manager of the mine, and it takes the closest attention to follow it in an intelligent manner and to be able to communicate with the manager, and give him instructions as to what is best to be done. Of course, we are not expecting the members of the Board—but we are expecting them to do our duty well and faithfully as we can and we have a good manager who gives us the best advice in his power. He differs from us we acquiesce in his views. He is supposed to know more of practical mining than any member of the Board but we try to advise him to the best of our power, and if any shareholder doubts my opinion, he is at liberty to come to the office and turn up the business, and the manager of the mine, and it takes the closest attention to follow it in an intelligent manner and to be able to communicate with the manager, and give him instructions as to what is best to be done. Of course, we are not expecting the members of the Board—but we are expecting them to do our duty well and faithfully as we can and we have a good manager who gives us the best advice in his power. He differs from us we acquiesce in his views. 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## Mails.

## NOTICE.

COMPAGNIE DES MESSENGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 23rd January, 1895, at Noon, the Company's S.S. *YARU*, Commanded by Mr. M. J. YARU, with MAILS, PASSENGERS, SPELIES, and CARGO, will leave this Port for the above places.  
Cargo and Speels will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon.  
Parcels will be received on board until 4 p.m., Speels and Parcels until 3 p.m. on the 22nd January, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).  
Contents and value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, January 9, 1895. 66



STEAM FOR  
STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ROSETTA*, Captain G. W. F. BROWN, R.N.R., carrying Her Majesty's Mail, will be despatched from this Port for BOMBAY, on THURSDAY, the 31st January, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the *CARTHAGE*, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 23rd FEBRUARY, 1895).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. H. JOSEPH,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, January 17, 1895. 130

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAPLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Darmstadt..... Monday | February 4.  
Prins Heinrich..... Monday | March 4.  
Bayern..... Monday | April 1.  
Preussen..... Monday | April 29.

ON MONDAY, the 4th day of February, 1895, at 3 p.m., the Company's Steamer, *DARMSTADT*, Captain EICHEL, with MAILS, PASSENGERS, SPELIES, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted, till Noon, on SATURDAY, the 2nd February, Cargo and Speels will be received on board until Noon, on MONDAY, the 4th February, and Parcels will be received (at the Agency's Office) until Noon, on SATURDAY, the 3rd February. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to  
MELOERS & Co.,  
Agents.

Hongkong, January 14, 1895. 101

## Mails.

## Occidental &amp; Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
*Gaelic* (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Jan. 20, at daylight.  
*Belgic* (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Feb. 27, at daylight.  
*Coptic* (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Mar. 20, at daylight.

THE Steamship *GAELIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, 26th January, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,  
Acting Agent.

Hongkong, January 9, 1895. 65

## U. S. Mail Line.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama)..... WEDNESDAY, Feb. 6, at daylight.  
China (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, Feb. 20, at daylight.  
Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... SATURDAY, Mar. 9, at daylight.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 6th February, at Daylight, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and the CANADIAN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rates.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM,  
Acting Agent.

Hongkong, January 10, 1895. 70

## Intimations.

CHAS. J. GAUPP & Co.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.  
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.  
VOYAGERS' CELESTIAL BINOCULARS AND TELESCOPES.  
RITCHIE'S LIQUID AND OTHER COMPASSES.  
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.  
English SILVER & ELECTRO-PLATED WARE.  
Christofle & Co.'s ELECTRO-PLATED WARE.  
GOLD & SILVER JEWELLERY in great variety.  
DIAMONDS  
AND  
DIAMOND JEWELLERY.  
A Splendid Collection of the LATEST LONDON PATTERNS, at very moderate prices. 742

THE REVENUE OF CHINA.  
A SERIES OF ARTICLES,  
Reprinted from 'The China Mail,'  
WITH AN APPENDIX.  
THIS PAMPHLET is now ready,  
and may be had at the  
OFFICE OF THE PRESS,  
Messrs. LANE, CRAWFORD & Co.'s,  
Messrs. KELLY & WILSON's,  
And Mr. W. BROWN'S.

Price, ..... 50 Cents.

For Sale by A. Watson & Co., Chemists.

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## Intimations.

## SANTAL-MIDY.

The pure Essence of Santal obtained by Midy's process from the best Mysore wood.

SANTAL-MIDY entirely different from the Santal oil of the Indian Bazar, is superior to Capsula, Cubes, or Injection, and free from all bad smell or other inconveniences.

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## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked 'A', near the Kowloon shore 'K', and those in the body of the Harbour or midway between each shore are marked 'C', in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to North Point.  
10. From North Point to Kowloon Wharves.  
11. From Kowloon Wharves to Jardine's Wharf.

Vessel's Name.	Class.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Activ	3 c	Storm	Dan. str.	355	Jan. 21	Arnhold, Karberg & Co.	Hoihow, &c.	
Agila	6 c	Petersen	Ger. str.	1760	Jan. 19	Siemssen & Co.	Hamburg	To-morrow
Airtle	6 c	Ellis	Brit. str.	2400	Jan. 20	Gibb, Livingston & Co.	Sydney	24th inst.
Ask	6 c	Rovabeck	Danish str.	591	Jan. 21	Arnhold, Karberg & Co.	Haiphong	
Canton	3 h	Sallar	Brit. str.	1110	Jan. 20	Jardine, Matheson & Co.	Shanghai	To-morrow
Catherine Apcar	6 c	Ollifent	Brit. str.	1733	Jan. 17	David Sassoon, Sons & Co.	S'pore & Calcutta	23rd inst.
China	6 c	Andersen	Ger. str.	1240	Jan. 16	Malchers & Co.		
Chusan	4 c	Wondt	Ger. str.	623	Jan. 20	Malchers & Co.		To-morrow
Decima	8 c	Christiansen	Ger. str.	956	Jan. 17	Siemssen & Co.		
Deuteros	3 c	Dinne	Ger. str.	1198	Jan. 21	Siemssen & Co.		
Doris	3 c	Petersen	Ger. str.	771	Jan. 19	Wieler & Co.		
Empress of China	8 c	Archiebald	Brit. str.	3003	Jan. 21	Canadian Pacific Railway Co.	Taiwanfoo	To-morrow
Ernest Simons	6 c	Vinmont	Foh. str.	2162	Jan. 21	Messageries Maritimes	Vancouver, B.O.	23rd inst.
Eskdale	3 h	Houston	Brit. str.	1926	Jan. 18	Dodwell, Carill & Co.	Shanghai	To-day
Emeralda	6 c	Taylor	Brit. str.	960	Jan. 19	Shawan & Co.	Amoy	
Gaelic	6 c	Pearme	Brit. str.	4297	Jan. 18	O. & O. S. S. Co.	San Francisco	25th inst.
Guy Mananning	3 c	Walker	Brit. str.	1878	Jan. 11	Wieler & Co.		
Hupoh	8 c	Quail	Brit. str.	1848	Jan. 21	Butterfield & Swire		
Kwong Mo	6 c	Dodd	Brit. str.	177	Jan. 21	Chinsee	Amoy	
Namoa	6 h	Harris	Brit. str.	863	Dec. 28	Douglas Steamship Co.		
Phra Mang	2 h	Watson	Brit. str.	1021	Jan. 17	Butterfield & Swire	Bangkok	To-morrow
Recorder	6 c	Ernstson	Brit. str.	677	Jan. 17	E. E. A. & O. Telegraph Co.		
Riverdale	6 c	Peck	Brit. str.	1311	Jan. 17	Dodwell, Carill & Co.	Moji	To-day
Shantung	8 c	Frampton	Brit. str.	1855	Jan. 17	Butterfield & Swire		
Straits of Dover	6 c	Halliday	Brit. str.	1894	Jan. 20	Carlowitz & Co.		
Strathgordon	6 c	Sim	Brit. str.	1741	Jan. 21	Dodwell, Carill & Co.		
Swatow	6 c	Brorson	Ger. str.	630	Jan. 20	Malchers & Co.	Haiphong	
Thales	2 h	Bathurst	Brit. str.	819	Jan. 20	Douglas Steamship Co.	Coast Ports	To-morrow
Victoria	6 c	Panton	Brit. str.	1992	Jan. 13	Dodwell, Carill & Co.	Tacoma, &c.	To-morrow
Wootan	3 c	Ott	Ger. str.	1015	Jan. 4	Lauts, Wegener & Co.	Kobao	
Sailing Vessels.								
Bayard	3 c	Richards	Brit. bgo.	1310	Dec. 7	Wieler & Co.		
Centennial	8 h	Colcard	Amer. sh.	1227	Jan. 11	Order		
Coloma	3 h	Noye	Amer. bgo.	868	Dec. 31	Master		
Luella	6 c	Donway	Amer. sh.	1329	Dec. 11	Order		
Najah	6 c	Bellmer	Ger. sh.	1246	Jan. 18	Order		
Sachem	3 h	Bartlett	Amer. sh.	1312	Jan. 11	Shewan & Co.		
Sintram	6 c	Woodside	Amer. sh.	1690	Dec. 20	Master		
W. J. Rutch	6 c	Bray	Amer. sh.	1664	Dec. 27	Captain		